

Public Hearing

Tarrant County

October 11th, 2012



Public Hearing Agenda

Welcome and Project Overview

Ms. Maribel P. Chavez, P.E.

District Engineer

Texas Department of Transportation

Fort Worth District

Public Hearing Purpose

- Describe the North Tarrant Expressway Segment 3A/3B project
- Provide Financial Information for the Project
- Provide Opportunity for Public Comment on Financial Information for the Project

Public Comments

Oral Comments Tonight:

A court reporter will be available to document oral comments

Mail Written Comments to:

Ms. Maribel P. Chavez, P.E.

Texas Department of Transportation

P.O. Box 6868

Fort Worth, Texas 76115

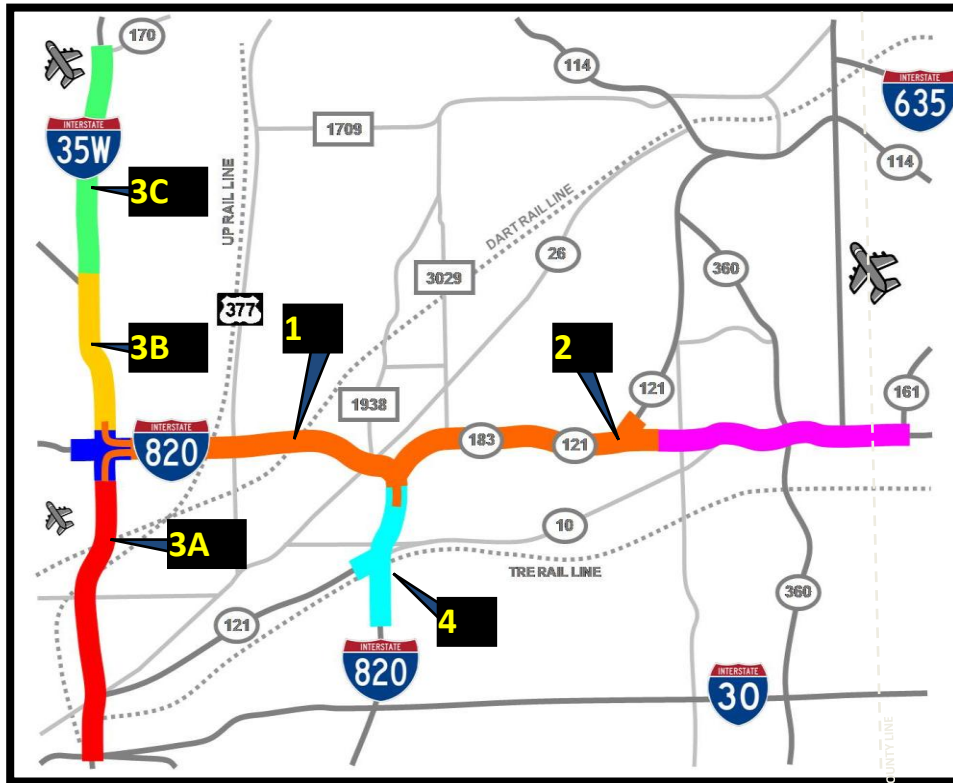
E-Mail Written Comments through Project Web Page: www.txdot.gov

Search keyword: [North Tarrant Express](#)

**** Written Comments must be received at the TxDOT Fort Worth District Office by 5 p.m.
on October 15th, 2012**

Summary and Analysis of Comments to be Posted on Project Web Page

General Description of NTE Project - Segments 1-4

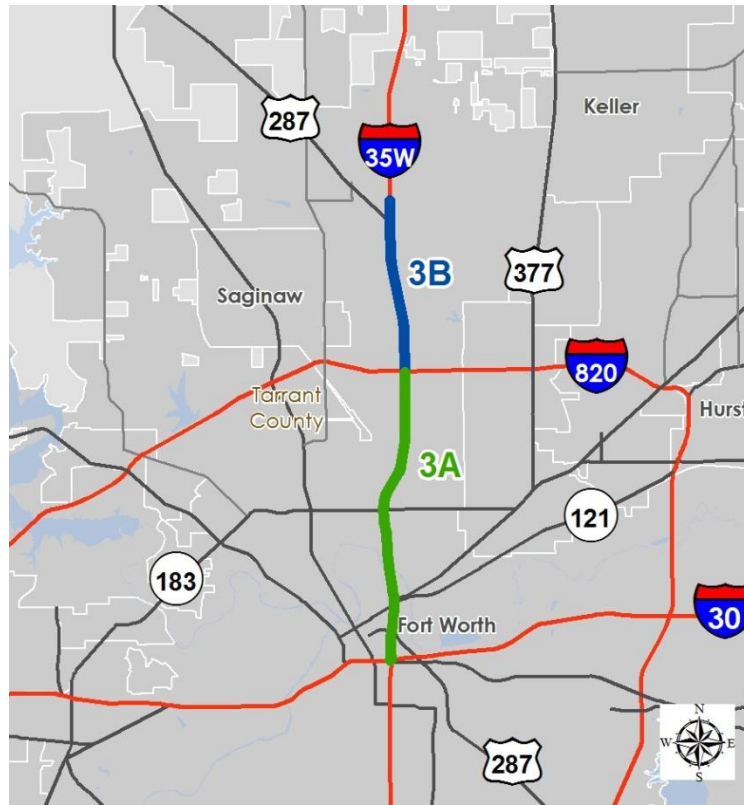


The North Tarrant Express (NTE) project is dedicated to **improving mobility** along IH820, IH 35W, and SH121/SH183 Airport Freeway through a regionally supported managed lane system in **partnership with corridor communities, roadway users and other interested parties** to accelerate construction.

Background

- In 2009, TxDOT entered into an agreement for a master development plan for Segments 2-4 of the project
- TxDOT and the Developer have now reached agreement on a draft Facility Agreement for the development of Segments 3A and 3B

Segments
3A & 3B
Phase 1
(open 2018)

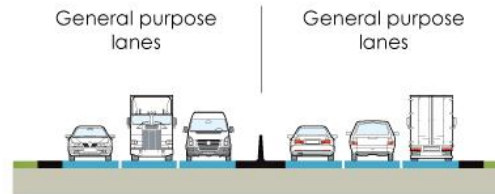


Segment	Reconstructed GP Lanes per direction	New Managed Lanes per direction	New & Reconstructed Frontage Lanes per direction*	Total Lanes Per direction
3A	2-3	2	2	6-7
3B	2	2	2	6
Interchange	2-3	2	N/A	4-5

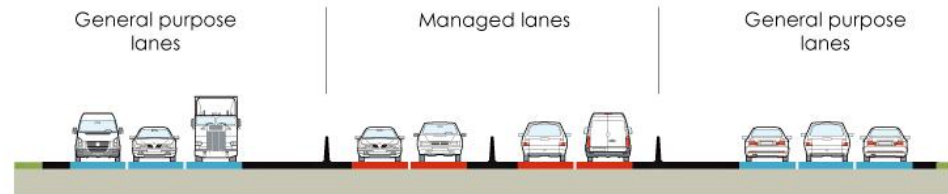
Cross Section

I-35W SOUTH OF NE 28th STREET

EXISTING



PHASE 1



ULTIMATE



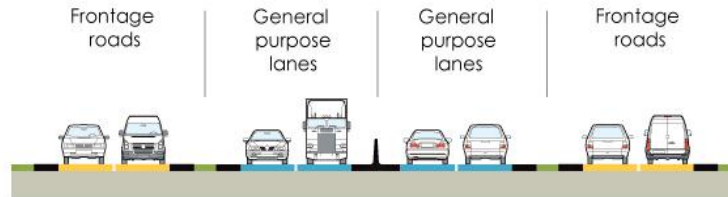
NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

Cross Section

I-35W NORTH OF NE 28th STREET

EXISTING



PHASE 1



ULTIMATE



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

Segment 3A Limits

I-30 to North of I-820 (Fossil Creek Blvd)

- **Existing**
 - 2 to 3 General Purpose (GP) lanes in each direction
 - 2 (discontinuous) Frontage Road lanes in each direction
- **First Construction Phase (Mandatory Scope)**
 - 2 to 3 GP lanes reconstructed in each direction
 - Four concurrent Managed (Toll) Lanes along IH 35W from IH 820 to SH 121; two concurrent Managed (Toll) Lanes from SH 121 to IH 30
 - Two concurrent Managed (Toll) Lanes along IH 820 through the IH 35W/IH 820 Interchange
 - Direct connectors (2 toll and 8 non-toll) at the IH 35W/IH 820 Interchange
 - Managed (toll) direct connectors at the US 287/IH 35 W Interchange
 - 2 reconstructed and extended (discontinuous) Frontage Road lanes in each direction
 - Reconstruction of the existing cross streets and interchanges at SH183/NE 28th St., Northside Dr/Yucca Ave., US287/IH 35W, Spur 280, and Cypress St.

Segment 3A Limits

I-30 to North of I-820 (Fossil Creek Blvd)

- **Ultimate**
 - 3 to 4 GP lanes in each direction
 - 2 to 3 Frontage Road lanes in each direction over the UP and T&R Railroad and the Trinity River.
 - Direct connectors at the IH 35W/SH 121 Interchange.
 - Managed (toll) direct connectors to provide access to/from Belknap St/Weatherford St.
 - 4 SH 121 GP lanes reconstructed in each direction.
 - 3 US 287 GP lanes reconstructed in each direction.
 - Reconstruction of the existing cross streets interchanges at Mark IV Pkwy., SH 121/IH 35W, E. 4th St., US287/IH 35W, Spur 280, Sylvania, Belknap St., and Luella St.

Segment 3B Limits

North of I-820 (Fossil Creek Blvd) to North Tarrant Parkway

- **Existing**
 - 2 to 3 General Purpose (GP) lanes in each direction
 - 2 (discontinuous) Frontage Road lanes in each direction
- **First Construction Phase**
 - 2 to 3 GP lanes reconstructed in each direction
 - 1-2 concurrent Managed (Toll) Lanes along IH 35W
 - Direct connectors (toll and non-toll) at the US 287/US 81/IH 35W Interchange
 - 2 reconstructed and extended (discontinuous) Frontage Road lanes in each direction
 - Reconstruction of the existing cross streets and interchanges at North Tarrant Pkwy, US 287/US 81/IH 35W, Basswood Blvd., Western Center Blvd., Sandshell Dr., and Fossil Creek Blvd.

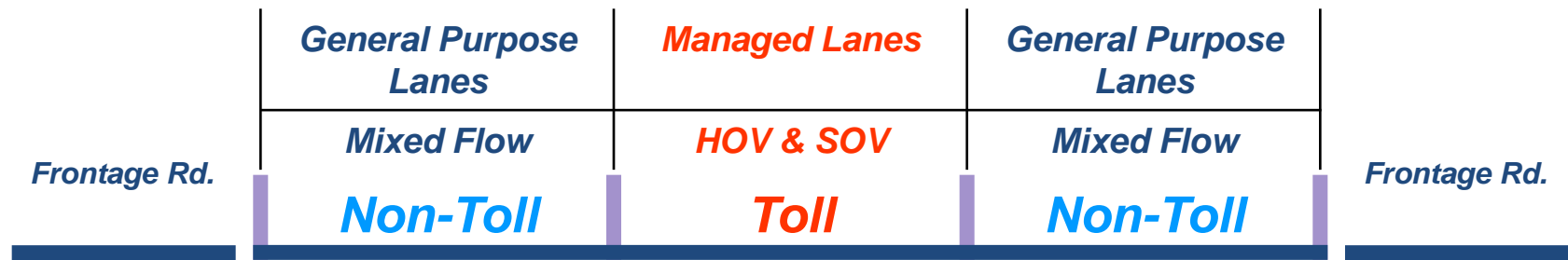
Segment 3B Limits

North of I-820 (Fossil Creek Blvd) to North Tarrant Parkway

- **Ultimate**
 - 2 concurrent Managed (Toll) Lanes along IH 35W (from North Tarrant Pkwy to US 287/US 81/IH 35W Interchange.
 - 3 to 4 GP lanes in each direction
 - 2 to 3 Frontage Road extended lanes in each direction.
 - Additional Direct connector at the US 287/US 81/IH 35W Interchange

Types of Lanes on a Highway

- **Frontage roads** – serves local trips, no demand management
- **General purpose lanes** – non-tolled freeway lanes open to all, that provide access to major cross roads; serves sub-regional/corridor trips with no demand management
- **Managed lanes** – a set of lanes where operational strategies, including pricing, are proactively implemented and managed in response to traffic conditions; serves regional trips



HOV – High Occupancy Vehicles

SOV – Single Occupant Vehicles

Source: NCTCOG

Managed Lanes

- Managed on the basis of time of day, vehicle type & occupancy, and pricing/tolls
- Purposes for managed lanes
 - Provide additional capacity
 - Increase efficiency
 - Congestion free travel
 - Travel time reliability
 - Provide for operational flexibility in response to changing corridor needs

Source: NCTCOG

Regional Transportation Council Policy

- Managed Lane Policy

- Toll rate established to maintain a minimum **50 mph** average Managed Lane speed.
- Toll rate set up to \$0.75 per mile during fixed-schedule phase within first six months.
- Market-based tolls applied during the dynamic-pricing phase after the first six months of operations.
- Single-occupant vehicles pay full rate.
- Trucks pay a higher rate.
- HOV vehicles and publicly-operated vanpools pay full rate in the off-peak period.
- HOV vehicles and publicly-operated vanpools receive **50% discount during Peak Period** (phases out after Air Quality Attainment Maintenance Period)
- For more information: <http://www.nctcog.org/trans/committees/rtc/>

NTE Segments 3A & 3B Facility Agreement

- Throughout the duration of the contract, the **NTE project will belong to the state**, just as any other state highway facility belongs to the state; the Developer develops, operates and maintains the project in compliance and conformance with the contract
- The Developer bears risks associated with the project including cost overruns, financial, and traffic levels
 - Exception: TxDOT is responsible for the construction of Segment 3B (but not operations or maintenance).
 - Developer is responsible for operating and maintaining Segment 3B.
- Taxpayers benefit by leveraging limited dollars to create improved mobility and air quality.

Developer (NTE Mobility Partners Segments 3) Team Members

- Cintra Infraestructuras S.A.*
- Meridiam Infrastructure North America II 3A/3B LLC*
- Dallas Police and Fire Pension System*
- Ferrovial Agroman S.A.
- AECOM Enterprises
- Citibank Global Markets, Inc.
- Professional Services Industries, Inc.
- Rone Engineering Services, Ltd
- Aerial Data Service, Inc.

** Equity members*

Contractual General Details

- **Design, Construction, Operations & Maintenance** of general purpose lanes, managed lanes & frontage roads until 2061.
 - NTTA provides toll collection services as a subcontractor to Developer Segments 3
- **Interoperability** – drivers will be able to use any toll tag currently available for use in Texas
- At the end of the agreement, road must meet TxDOT predetermined **quality performance requirements**

Contractual Project Financing

- The total amount of debt proposed by Developer to acquire right of way, relocate utilities, design, construct, operate, and maintain the project is approximately \$810 million
- Debt will be repaid by Developer from Toll Revenues over 38 years from the completion of construction
 - Debt includes PABs, TIFIA and other potential sources
- The projected amount of interest that will be paid on the debt is currently estimated approximately \$1.79 billion (nominal)
- Managed Lanes will continue to be tolled after the debt has been repaid
- The current estimated public funds contribution from TxDOT is \$24.2 million. The Developer is currently exploring alternate financing methods which would reduce this amount.
- The North Central Texas Council of Governments has committed approximately \$89.5 million for the project, and has identified another \$40.5 million for contingencies.
- TxDOT has the right to exit the contract if certain preconditions are not met prior to the start of construction.

Contractual Tolling Policy

- Maximum rate of \$0.75/mile for the first 180 days after opening
- After the first 180 days the toll rates will be based on traffic demand:
 - If traffic demand is low, such as during off-peak hours, a lower toll rate will be charged
 - If traffic demand is high, such as during peak commute times, a higher toll rate will apply
- Toll rates will be subject to increase or decrease in not less than five minute intervals depending on average traffic flows or average speeds
- Goal is to maintain 50 mph minimum operating speed in Managed Lanes
- Recognized transit agency buses, rubber-wheeled trolleys, and vans used for mass transportation are classified as exempt vehicles
- HOV and publicly-operated vanpools receive 50% discount during Peak Period (phases out after Air Quality Attainment Maintenance Period)

Contractual Tolling Policy

- Under anticipated operating conditions the estimated cost in tolls to travel per mile in today's dollars are:

	<u>Opening year (2015)</u>	<u>Final year (2061)</u>
– High toll:	\$0.36	\$0.94
– Low toll:	\$0.10	\$0.10

Termination Provisions

- TxDOT has the right to terminate the Facility Agreement at any time
 - Reasons include changes in environmental approvals, changes in financing plan or capital markets conditions, performance failure by the Developer, etc.
- If the Developer is not in default at time of termination, TxDOT must compensate it with a payment based on various elements:
 - Outstanding debt balances
 - Forgone dividends plus a pre-established markup
 - Incidental costs
 - Cash balances
- If TxDOT elects to terminate for convenience, compensation amounts are capped under a pre-established formula (in accordance with applicable law)

Next Steps

- TxDOT prepares summary and analysis of comments received; summary and analysis will be posted on internet site and made available upon request
- Review of Facility Agreement by:
 - FHWA
 - Attorney General
 - Legislative Budget Board
- Execute Facility Agreement by early 2013
- Estimated start of construction by end of 2013

**For more information about the project,
the contract, and the Developer's proposal and
technical drawings visit:**

www.txdot.gov

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Public Comment Period

Oral Comments Tonight:

Court reporters available to document oral comments

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Texas Department of Transportation

P.O. Box 6868

Fort Worth, Texas 76115

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